The Australia & New Zealand Infrastructure Pipeline (ANZIP) provides a forward view of public infrastructure activity across Australia and New Zealand, providing certainty of the forward work programme to investors, constructors, governments and other agencies. ANZIP informs industry of where and what infrastructure opportunities are available, and when they come to market by tracking greenfield and brownfield transactions from when they are proposed, until they reach contractual and financial close.

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STATUS DEFINITIONS

**Prospective pipeline**
Greenfield (construction) or brownfield (government asset divestment) projects needed or likely to occur within the next five years, but is not formally proposed by a state, territory or major local government.

**Credibly Proposed**
The project or divestment is supported by a state, territory or major local government, is subject to studies or other processes (such as pre-feasibility or scoping studies or business case development), and is likely to proceed to formal announcement.

**Announced**
The project has a firm commitment and timeline from a state, territory or major local government, but has not yet entered the market.

**Under procurement**
The project or transaction is under procurement (such as a call for Expressions of Interest, requests for tender, or another offer to the market).

**Preferred bidder announced**
A preferred bidder has been selected and is in exclusive negotiations.

**Recently closed**
Projects that have progressed to contractual close remain on ANZIP for 12 months.

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The M6 is a missing link between the Sydney Motorway Network and the M1 Princes Motorway at Loftus. There is currently no effective motorway link between Sydney and the South Coast region, including Wollongong and Kiama.

The M6 Corridor, formerly known as the F6 Extension Project, was identified as a priority project in the NSW Government’s 2012 Long Term Transport Master Plan, 2014 State Infrastructure Strategy Update, and Future Transport Strategy 2056.

The NSW Roads and Maritime Services (RMS), after carrying out geotechnical analysis in 2016 and 2017, confirmed to proceed with the planning and project development of Stage 1 of the M6 road corridor in Southern Sydney. In January 2018, RMS submitted a State Significant Infrastructure (SSI) Application to the Department of Planning and Environment (DP&E) to identify topics that must be assessed in an Environmental Impact Statement (EIS) for the project.

The circa $2.6 billion M6 Stage 1 includes:

- twin four-kilometre tunnels linking the New M5 Motorway at Arncliffe to President Avenue at Kogarah ramps between the main motorway tunnel and the surface intersection at President Avenue
- tunnel stubs for a future connection south to extend the M6
- a new intersection at President Avenue including the widening and raising of President Avenue at this location
- the upgrade of President Avenue/Princes Highway intersection to improve capacity and network integration
- shared cycle and pedestrian pathways connecting Bestic Street, Brighton-Le-Sands to Civic Avenue, Kogarah including a new bridge over President Avenue
- motorway support infrastructure including tunnel ventilation systems and a motorway control centre, and
- new service utilities including a permanent power supply line.

Once complete, the NSW Government has previously indicated that a toll of $1.77 each way (in 2017 dollars) will be charged to motorists using the road tunnels.
Stage 1 (Arncliffe - President Avenue) is the first of the four study areas of the M6 corridor geotechnical analysis that proceeds to planning and development. The remaining three study areas and likely future stages of the M6 program are:

- President Avenue - Tarren Point;
- Tarren Point - Loftus; and
- Loftus - Waterfall.

The draft design plans, released by the NSW Government in June 2018, do not include plans to further investigate the third area (Section D) between Loftus and Waterfall for a motorway connection.

The Final Business Case Summary, also released in June 2018, found that the benefit cost ratio (BCR) of Stage 1 was between 1.31 and 1.56. The Business Case states a delivery strategy will be recommended after further consideration of market capacity and interfaces with the new M5 (part of WestConnex), subsequent stages of the M6 and the wider motorway system.

Infrastructure Australia lists the project as a Priority Initiative in its Infrastructure Priority List with a medium term delivery timescale (5-10 years), but has not assessed the business case for the project.

In October 2018, the project was issued with an Environmental Planning and Assessment Amendment Order to declare it eligible to be assessed as SSI. The Order is required to proceed through the SSI application process before a final decision is made. As part of the SSI process, the EIS was released for public consultation in November 2018. Submissions on the EIS closed on 14 December 2018. Planning approval for M6 Stage 1 was granted in December 2019. The approved project is State Significant Infrastructure (SSI) and has been declared Critical State Significant Infrastructure (CSSI).

In February 2019, the NSW Government invited industry to pre-register for the M6 Stage 1 tenders. Pre-registration for the project covers the design, and construction, and operation and maintenance of Stage 1 and is due by 28 February 2019.

The NSW Government opened Expressions of Interest in October 2019. The award of the design and construct contract is scheduled for December 2020. Construction will then begin by early 2022 and the road will be operational by the end of 2025.

In April 2020, the NSW Government announced a shortlist of three bidders to tender for design and construction of M6 Stage 1:

- Acciona-Samsung Joint Venture (comprising Acciona Construction Australia and Samsung C&T Corporation),
- Gamuda-BMD Joint Venture (comprising Gamuda Berhad and B.M.D. Constructions), and
- CPB-Ghella Joint Venture (comprising CPB Contractors and Ghella).

The award for the design and construct contract award is flagged for December 2020. Construction will then begin by early 2022 and the road will be operational by the end of 2025.

The 2017-18 NSW Budget allocated $15 million towards planning works and also announced $1.1 billion of the Restart NSW fund is reserved for Western Harbour Tunnel and the F6 extension projects.

In addition to the $15 million provided in 2017-18 Budget, the Government committed a further $35 million in October 2017 to support the development and planning of the corridor.

The NSW Government has committed to fully fund the project, with the 2018-19 NSW Budget providing $1.2 billion over the forward estimates to the project.

The New M5 (Stage 2 of WestConnex) has been designed with provisions for a connection for M6 Stage 1 at Arncliffe.